1: Jochelson E-5 (1900-01) 1908 RY4 Koryak RY4

133 mouth of Gishiga River; and only at high tide are the steamer-tugs able to enter the mouth of the river.

505 When a strong wind is blowing, steamers cannot lie at anchor, and, since storms are of frequent occurrence in the Okhotsk Sea, it often happens that steamers are compelled to stand off for a week, without being able to cast anchor. Once for two weeks a government steamer (until 1900, only once a year did a government steamer call at Gishiga) was unable to approach the mouth of the Gishiga; and, to avoid greater loss of time, she steamed farther north, to the Anadyr, without having discharged her cargo in Gishiga, and thus the inhabitants of Gishiga were left without provisions for the winter.

In former times, Penshina Bay, when its waters still swarmed with whales, was frequented by American whaling-schooners, which anchored near the Koryak villages. Even now American whaling-schooners enter Penshina Bay from time to time; but steamers have not yet visited it. So far its depth has been little sounded. In 1897 the steamer "Kotik," belonging to the Kotik Company,[1] made an attempt to cast anchor near the Kamenskoye settlement; but, the mouth of the river proving to be full of rocks, the attempt had to be given up. However, in 1895–96 the Russian schooner "Siberia" succeeded in coming close to the village and unloading its cargo.[2]

122 I arrived in Gishiga at the end of August, 1900, on the steamer
505 "Khabarovsk" of the Russian Volunteer Fleet. In order to avoid loss of time, I wished to get to the Maritime Koryak of Penshina Bay before the opening of winter travel. In the summer, communication with the Koryak villages is interrupted. I wanted to avail myself of the steamer "Progress" of the Russian-American Gold-Mining Company, which was then about to leave Gishiga for Vladivostok. I applied to Mr. Shockley, the American engineer in charge of that expedition, for passage with them, for myself and my companions, over to the Itkana Koryak in Penshina Bay, on their way to Vladivostok. Unfortunately he did not grant my request, for the captain of the steamer thought it too risky to venture into a bay which had not been surveyed.

● 504 Baron Korff's Bay, in Bering Sea, is about thirty-five miles long. It is deep,
133 and has several harbors suitable for steamers. There are a few other accessible bays in Bering Sea, such as the one at the mouth of Karagha River, sixteen miles long, and another one, called False Bay, on the western shore of Karagha Island, which is often visited by American schooners for walrus-hunting.[3]

133 RIVERS AND LAKES. — All those rivers of the Koryak territory which flow from the Stanovoi Ridge, its spurs, or the Kamchatka Ridge, are short

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[1] The Russian word *коткъ* (KOTKA) means "sea-bear" (*Otaria ursina* L.). [2] See Slunin, I, p. 155.

[3] In August, 1897, Karagha Harbor and False Bay were visited by the British man-of-war H. M. S. "Linnet" see G. E. H. Barrett-Hamilton and H. O. Jones, A Visit to Karaginski Island, Kamchatka, in The Geographical Journal of the Royal Geographical Society, London, September, 1898, pp. 280–299.